# **Attachment D**

# Adopted Draft Request for Proposals for the Alternative Rail Route Feasibility Study

## UpState RailConnect Committee

# **DRAFT 1**

# REQUEST FOR QUALIFICATIONS

## **FOR**

# ALTERNATIVE RAIL ROUTE FEASIBILITY STUDY

**PROJECT NUMBER** 

Submission Deadline \_\_\_\_\_, 201\_

# Request for Qualifications Alternative Rail Route Feasibility Study

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#### **BACKGROUND**

At the Eureka City Council meeting of December 20, 2011, Council heard a presentation by several citizens that were speaking in favor of conducting a study to determine the feasibility of an alternative rail route connecting the port facilities in Humboldt Bay to the national rail system in the Sacramento valley. The presenters explained that this so-called "east-west" route was not a new idea, but one that actually had its origins in the late 1800s. The "Humboldt and Eastern Railroad" was in the process of acquiring financing and obtaining easements to build a rail line from Humboldt Bay area to the Sacramento Valley when the 1906 San Francisco earthquake and fire made the competing north-south rail line necessary to supply materials to rebuild the City. Within a few years, the eastern route was shelved, but not before the route was scouted and mapped.

Presenters also noted the economic potential that rail service to Humboldt Bay may add to the local economy noting that there are 382 short line railroads in the US that service areas of high levels of economic activity. It was also noted that the average railroad job pays approximately \$104,000/year. Presenters pointed out that locally there had not been much progress at improving transportation infrastructure for a long time. The last real boom in rail, port and road building occurred 20-30 years ago. They pointed out that the Humboldt County area is challenged by its aging infrastructure.

It was also noted that one of the factors keeping Humboldt Bay's harbor from regaining its status as an economic engine and sustainable job-creator is the lack of rail service. The Northwestern Pacific rail line has remained out of service for more than 10 years. This lost decade is full of examples of marine-related commercial-industrial businesses that showed great interest in locating on Humboldt Bay and providing jobs, only to move to some other port city where rail service is available. Reportedly, two recent missed opportunities have shown that the Humboldt Bay community lost approximately \$25 million per year of economic value because the shipping opportunities located elsewhere due to the lack of an active rail connection to Humboldt Bay.

With current examples of the economic potential of a rail line connecting Humboldt Bay to the national rail network and since it appears that NCRA will not be able to restore rail service along the entire Northwestern Pacific rail line in the foreseeable future, on January 17, 2012, the City of Eureka took action to lead an effort to inform other governmental agencies and organizations of the concept. As conceptually proposed, the purpose of the Humboldt Bay Alternative Rail Route Feasibility Study would be to analyze the concept of developing an eastwest alternative rail route from the national rail system to Humboldt Bay that is roughly half of the distance (approximately 125 miles) as compared to the main line using the existing Northwestern Pacific Railroad's right-of-way. A new easterly route would likely connect Humboldt Bay's harbor to an existing Union Pacific main rail line just south of Red Bluff near Gerber, CA.

This proposed new route potentially would involve a fraction of the tunnels, bridges and signaled crossings of the existing rail line.

In less than 10 months, the City of Eureka received support from 33 government agencies, labor, business, education, law enforcement and citizen groups representing a vast portion of Northern California including some statewide and national organizations. Since then, nine more organizations have joined in support of this study for a current total of 42. The list of supporters now includes:

- City of Eureka, CA
- City of Fortuna, CA
- City of Rio Dell, CA
- County of Humboldt, CA
- County of Trinity, CA
- County of Tehama, CA
- Upstate California Economic Development Council
- Northern California Tribal Chairman's Association
- Wiyot Tribe
- Corning CA Chamber of Commerce
- California Marine and Intermodal Transportation System Advisory Council
- California Association for Local Economic Development
- Humboldt Association of Realtors
- Humboldt State University
- Humboldt County Office of Education
- The Greater Eureka Chamber of Commerce
- Oroville Chamber of Commerce
- Humboldt Bay Harbor, Recreation and Conservation District
- The Humboldt County Sheriff's Office
- Shasta-Trinity National Forest
- Six Rivers National Forest
- Union Pacific Railroad
- Northwestern Pacific Railroad Company

- Building and Construction Trades Council of Humboldt and Del Norte Counties
- State Building and Construction Trades Council of California
- Longshore and Warehouse Union, Local 14
- Operating Engineers Local 3
- Bricklayers and Allied Craftworkers Local No. 3, California
- Building and Construction Trades
   Department of the American
   Federation of Labor Congress of Industrial Organizations
- Central Labor Council, AFL-CIO of Humboldt and Del Norte Counties
- Eureka Police Officer's Association
- Humboldt Deputy Sheriff's Organization
- East-West Rail Advocates
- Land Bridge Alliance
- Military Officers Association of America
- Rail and Port Infrastructure Task
  Force
- Humboldt Bay Harbor Working Group
- Sierra Pacific Industries
- Green Diamond Resource Company
- California Redwood Company
- Humboldt Cattlemen's Association
- Humboldt Redwood Company

General oversight of the Alternative Rail Route Feasibility Study process is under the multi-agency *UpState RailConnect Committee*. The *UpState RailConnect Committee* (URCC) was created to formalize this now regional effort to study the feasibility of an East West Rail Route through a Memorandum of Agreement (MOA) between the County stakeholders (Humboldt, Trinity, and Tehama); the City of Eureka; the Upstate California Economic Development Council and the Northern California Tribal Chairmen's Association. The general purpose of the URCC is to coordinate the production of the Alternative Rail Route Feasibility Study.

Specifically, the URCC gathers public input; conducts public outreach efforts in each member agencies region; reviews documents such as Request for Qualifications, consultant submittals, draft and final reports; participates in consultant selection; provides consultant oversight; assists with grant writing and local technical in-kind efforts; and other tasks as mutually agreed upon by the members. There is no financial obligation for being a member of the URCC. *UpState RailConnect Committee* Members include:

#### **City of Eureka**

Councilmember Lance Madsen; Councilmember Mike Newman; Alternate - Councilmember Marian Brady

### **County of Humboldt**

Supervisor Rex Bohn; David Tyson; County Staff CAO Phillip Smith-Hanes

### **County of Trinity**

Supervisor Debra Chapman; Supervisor John Fenley; County Staff CAO Wendy Tyler

County of Tehama

Supervisor Steve Chamblin; CAO Bill Goodwin

## **Upstate California Economic Development Council**

Board President Brynda Stranix; General Manager Alison O'Sullivan

## **Northern California Tribal Chairmen's Association**

Garth Sundberg, Chair NCTCA; Nick Angeloff

**UpState RailConnect Committee Chair:** Eureka Councilmember Lance Madsen **Upstate RailConnect Committee Vice-Chair:** Humboldt County Supervisor Rex Bohn

The URCC was officially formed on October 16, 2012 and met for the first time on November 14, 2012 and meets roughly monthly. Agendas, minutes and other URCC information can be found on the City of Eureka's website <a href="www.ci.eureka.ca.gov">www.ci.eureka.ca.gov</a> under the "Alternative Rail Route Study" button on the homepage.

Since December 2012, the *UpState RailConnect Committee* has had a standing agenda item to discuss any proposed changes to the feasibility study scope of work. Additions to the scope of work have come mainly from public input through URCC members and from audiences at numerous presentations and this input has been used to develop the Scope of Work presented in this RFQ.

Throughout the first six months of 2013, in addition to the multi-agency *UpState RailConnect Committee*, other groups have made notable progress laying the groundwork for the Alternative Rail Route Feasibility study by participating in meetings, making presentations, writing letters to the editor and assisting to craft local public policy that is favorable toward the establishment of an active rail connection between Humboldt Bay's deep water harbor and the

national rail system. Two other groups that have been involved over the past year include the East-West Rail Advocates and the Humboldt Bay Harbor Working Group. The roles of these various groups are summarized as follows:

**East-West Rail Advocates (EWRA):** This is the formal name of the grass-roots group that asked the Eureka City Council to support the concept of an east-west rail feasibility study and have been meeting nearly weekly ever since January 2012. Their continuing role is to coordinate the educational needs for the promotion of the feasibility study. The group has defined itself as "a working group dedicated to the completion of the Alternative Rail Route Feasibility Study". The EWRA also functioned as the "East-West Rail Action Team" as part of Humboldt County's Prosperity 2012 process.

Land Bridge Alliance (LBA): The Land Bridge Alliance (LBA) is a California non-profit organization that was formed to promote a new rail link bridging the isolated coastal communities with those of the Sacramento Valley in Northern California. The Land Bridge Alliance was formed through a perceived need by the members of the East-West Rail Advocates to have an organization that could accept private funding for use in funding the Alternative Rail Route Feasibility Study and to provide educational outreach for the concept of an east-west rail line. LBA was officially formed in October 2012 and since December 2012, LBA members have made more than 25 Presentations to various Service Clubs, businesses, government agencies, potential investors and donors. This educational outreach effort has taken place throughout Humboldt, Trinity and Tehama Counties and has members in both Humboldt and Tehama counties. In March 2013, LBA members hosted an informational booth at the Northern California Logging Conference where more than 170 people signed a form in support of the Alternative Rail Route Feasibility Study. For more information on the Land Bridge Alliance or to donate, please see <a href="https://www.landbridgealliance.org">www.landbridgealliance.org</a>.

The proponents of the Alternative Rail Route Feasibility Study believe that the economic potential of connecting Humboldt Bay to the national rail system is worthy of pursuing the Alternative Rail Route Feasibility Study to determine once and for all, what it would take to bring the historic Humboldt and Eastern rail concept back to life.

#### **PROJECT DESCRIPTION**

The following Scope of Work has been developed from public and agency input over an 18 month period and represents 1) the information necessary to answer questions posed by the public and 2) provide a package of information for public decision-makers or private investors to make informed decisions regarding actual investment in the construction and operation of a new rail line connecting Humboldt Bay's harbor with the national rail system in the Sacramento Valley.

#### **Scope of Work**

#### **Task 1: Literature Review**

Review pertinent information and studies from public and private sources relevant to examining the feasibility of an alternative rail route connecting Humboldt Bay's harbor to the national rail network in the Sacramento Valley.

#### **Task 2: Identify Potential Routes**

Determine location of a minimum of three routes. For this study a "route" is defined as a geographic depiction of an area between a connection on the Northwestern Pacific rail line in the Humboldt Bay region and a connection to a mainline Class 1 railroad in the Sacramento Valley. The "area" is defined as a swath with dimensions ranging from 100' to 1,000' in width between the points on the Northwestern Pacific rail line and the connection in the Sacramento valley. The proposed "swaths" can vary in size within any given route provided they stay within the defined range.

- The three routes will be chosen based upon the following criteria:
- Minimum number of tunnels and bridges
- Minimum number of environmental impacts environmental impacts shall be assessed at a minimum within an area 1/8 of a mile from either side of the route "swath"
- Grade shall meet industry standards
- Track geometry to be aligned for most efficient operations
- Minimum disruption to communities along the route

#### **Task 3: Land Ownerships**

List ownership of land within the proposed rail routes and within 1/8 of a mile on either side of the rail routes. Task 3 is to include Assessor's Parcel Number, acreage of parcel, legal owner of parcel, legal owner's contact information, date of last sale of the property, purchase price of last sale of the property, assessed valuation of the property, and zoning including any overlay designations.

The Consultant shall also endeavor to ascertain willingness of each landowner to sell the property or provide a permanent easement for rail purposes or if property is currently for sale. Consultant shall also identify any existing uses or encumbrances on the property.

## Task 4: Economic Benefit to the Entire Rail Corridor

## **Task 4.1 Assessment of Market Potential**

Describe potential shipping trends over the next 25 years and 50 years by industry and commodity category (SIC code) that might benefit or be attracted to a connection to Humboldt Bay's deepwater harbor.

## Task 4.2 Assessment of Direct, Indirect and Induced Beneficiaries

Examine the potential for job creation, property value increase, construction jobs, dollar multipliers and other beneficiaries throughout a region extending from Humboldt Bay to the Nevada border and extending from Medford, OR south to Oroville, CA.

## **Task 4.3 Assessment of Impacts to Ports**

Consultant will examine the trade, economic and political impacts to the ports of Portland, OR; Astoria, OR; Coos Bay, OR; Sacramento, CA; Stockton, CA; Oakland, CA and Richmond, CA. Consultant shall also include the review of existing contracts and analysis of opportunities for each port.

#### Task 5: Governance

Develop a matrix of pros and cons for an alternative rail line to be owned by a public entity; owned by a private entity; and owned by a public/private entity. Also to be included is a similar analysis of railroad operation.

## Task 6: Conceptual Engineering

Identification of any proposed tunnels and bridges and their lengths and construction materials; identification of geologic conditions along proposed rail routes; cross-section of typical rail section; weights of rail; identification of any public and private road crossings; proposed speed of trains; description of any access and construction issues; location of any highway and port connectors including structural connections with NWPRR and Union Pacific; location of proposed sidings; description of track grades.

## **Task 7: Homeland Security**

Assess benefits of an alternative rail route for meeting or improving national and state security needs. In order to assess these benefits, the Consultant shall contact offices of California Emergency Management Services; US Department of Homeland Security; US Department of Customs and Border Security; US Maritime Administration; US Coast Guard and US Department of Defense. Include contact information for agency contacts.

## Task 8: Additional Uses of the Rail Right of Way

Identify additional potential uses of the proposed new routes including but not limited to, passenger service, water pipeline, redundant fiber optic line, other utilities and trail. Develop a ranking of potential additional uses by estimated cost; estimated income; contacts; and any special conditions including any potential restrictions on the rail corridor.

## **Task 9: Estimated Permitting Needs**

Identify all local, State and Federal permits necessary to plan, acquire, construct and operate an alternative rail line over the proposed rail routes. Include permit contact information, blank permit forms and a flow chart of the order of permit applications. In addition, this task should also include all California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance measures including the need for any special studies based upon the proposed rail routes.

## Task 10: Identify Environmental Issues and Mitigations

Identify all known environmental issues of concern along the proposed rail routes. The issues of concern may include, but are not limited to, sensitive habitat areas, endangered species, areas of special biological significance, geologic hazards, contaminated sites and residential areas. For any contemplated environmental impact along the proposed routes, propose acceptable mitigation measures with demonstrated agency concurrence.

## Task 11: Identify Known Cultural Resources

Identify all known cultural resources along the proposed rail routes through a complete record search/letter of inquiry at the appropriate State Historic Preservation Office (SHPO) and Tribal Historic Preservation Office(s) (THPO) information clearinghouse(s). The issues of concern may include, but are not limited to pre-historic and/or historic archaeological sites, areas of cultural/spiritual significance, and traditional cultural properties. For any contemplated cultural resource impact along the proposed routes, propose acceptable mitigation measures with demonstrated agency/tribal concurrence history.

## **Task 12: Estimated Development Costs and Timelines**

Estimate the development cost and timelines for the proposed routes. Development costs in his context shall include planning, land acquisition/ROW; permitting, CEQA/NEPA compliance, construction management and construction costs broken out as individual components and costs. Similarly, a timeline should be proposed for each cost component.

#### Task 13: Public Outreach

Conduct three sets of public outreach meetings in each of the following areas: Humboldt County, Trinity County and Tehama County. These meetings are to be coordinated with the multi-agency UpState RailConnect Committee. The non-profit organization, Land Bridge Alliance, will make meeting arrangements, provide refreshments and meeting supplies. The three meetings will include 1) pre-feasibility public input meeting; 2) Draft report presentation and public input session; and 3) presentation of the final report. Consultant will provide report after the first meeting identifying significant concerns and support.

#### Task 14: Final Report

The final report will be structured so as to include at a minimum an Executive Summary; Methods and Results for Tasks 1-11; Feasibility Study Conclusion; Recommendations on next steps; and References/contact information. The Final report will also include an appendix that makes a comparison of the proposed alternative routes using readily available existing information on the north-south rail line. The Executive Summary and Conclusions will include a matrix summarizing a comparison of proposed route alternatives across the results of Tasks 1-11.

#### **GENERAL CONDITIONS**

- 1. **Public Information**: All submittals and information submitted to the *UpState*RailConnect Committee shall become public record upon their delivery to the District.
- 2. **RFQ Addenda**: The *UpState RailConnect Committee* reserves the right to amend, alter, or revoke this RFQ in any manner at any time. At the District's sole discretion, modifications, clarifications, or additions will be distributed as an addendum to all known proposers. Any submittal to the District will acknowledge receipt of the Addenda.
- 3. **Submittal Preparation Costs**: All costs incurred in the preparation and presentation of a submittal shall be wholly absorbed by the proposer.
- 4. **Withdrawal of Submittal**: Any proposer may withdraw his/her submittal, either personally or by written request, at any time prior to the scheduled closing time for the receipt of submittals. Such requests are to be directed to the *UpState RailConnect Committee*.
- 5. **Selection Procedures**: Submittals will be subject to the *UpState RailConnect Committee's* selection procedures for professional Consultants. Accordingly, final selection will be based upon overall capability to perform services.

**6. Right to Reject Submittals**: The *UpState RailConnect Committee* reserves the right to reject any and all submittals, to waive any non-material irregularities or information in any submittal, and to accept or reject any combination of items.

The objective is to execute an agreement with the selected firm within fourteen (14) days after notification of selection, unless the time of execution has been extended for good cause at the sole discretion of the *UpState RailConnect Committee*. Failure of the selected firm to meet contract submission requirements (e.g. insurance) or failure to timely execute an agreement may result, at the sole discretion of the *UpState RailConnect Committee*, in a decision to select from the remaining proposers or to call for new statements of qualifications.

#### SUBMITTAL FORMAT

The Statement of Qualifications shall include the following:

- A cover or transmittal letter: The letter is to be signed by a member of the
  organization who has the authority to offer, negotiate, and execute contracts on behalf
  of the firm. The cover letter must acknowledge receipt of any and all addenda, if any
  were issued.
- 2. **Project Understanding**: This section will outline the Consultant's basic understanding of the project. It should identify key issues known or expected, and those key issues which will be addressed during the project. Consultant shall provide any insights, innovative ideas, or recommendations, which will characterize the work to be performed and describe how Consultant will perform its work.
- 3. **Scope of Work**: Consultant will describe the work plan it intends to use to complete its work. Recommendations which demonstrate a clear benefit or advantage to the District may receive favorable consideration.
- 4. **Responsible Personnel**: List the proposed team including, but not limited to, Principal-in-Charge, Project Manager (Team Leader), and those key Consultant staff members who will be assigned and directly involved in the project. Include a concise resume of qualifications and experiences of each person together with the expected hours that each key person is to be committed to the project. Include all anticipated subconsultants, listing names, addresses, telephone numbers, key personnel staff, and the expected hours to be committed to the project for each. Include a concise resume of qualifications and experiences for all key subconsultant personnel; qualifications of key subconsultant personnel will be a material consideration in identifying overall Consultant qualifications to complete this project. Provide an organization chart of key personnel with responsibilities.

- 5. **Project Management**: Describe how the project will be planned, executed, monitored, and managed. Provide a project schedule which identifies all major tasks listed in the Scope of Work. Provide a recommended schedule to perform the work. The *UpState RailConnect Committee* desires that the work be completed within \_\_\_\_\_ months after an agreement is reached. If prospective consultants believe that a longer completion period is required, then consultants should identify the expected time of completion and identify the tasks on the project's critical path that determine the necessary performance period.
- 6. **Consultant Fee**: <u>In a separate, sealed envelope present one (1) set of the estimated fees for professional services</u>. For each task identify labor hours and fees, subconsultant hours and fees, expenses, and other costs. Total fee shall include all markups, overhead, and profit. Consultant shall also include a current fee schedule that includes rates, classifications, and expenses that will be applied to this project. The contract with the Consultant will provide for payment on a periodic basis, based upon periodic invoicing for the work, not-to-exceed \$300,000.00 (three hundred thousand dollars). The estimated Consultant fee may be a basis for Contract negotiations with the most qualified Consultant team, however, the fee will not be a scoring factor in the evaluation of the qualifications of consulting firms.
- 7. **Related Experience**: Provide experience, capabilities, and qualifications for similar projects upon which team members have worked and/or completed during no more than the last 10 years, emphasizing experiences that are comparable to this project. Include specific references with names, addresses, and current phone numbers.

#### **ESTIMATED PROJECT SCHEDULE**

The schedule for this project is tentatively proposed as follows:
Begin Circulation of RFQ to Consultants
Deadline to Receive Qualifications by District
Evaluate Qualifications
Consultant Interviews (if necessary) and Select Consultant
UpState RailConnect Committee Approval of Selected Consultant
Submit Draft Report
Submit Final Report
The schedule noted above represents only an estimate.

#### **SUBMITTAL CRITERIA**

1.	Sealed submittals for the Project are to be mailed to:		
	? Who		
	? Where		
	?Address		
2.	RFQ submittals must be received by the(who) District prior to 4:00 PM, Friday,, 2013.		
3.	Mailing envelope is to be clearly marked on the outside with the following notation:		
	"Alternative Rail Route Feasibility Study to be opened not before		
	4:00 PM on Friday, 201_"		
	Submittals will not be considered unless the submittal contains a cover letter signed by a member of the organization having the authority to negotiate and execute contracts on behalf of the organization. The cover letter must also acknowledge receipt of any and all addenda that may have been issued.		
4.	The original, unbound RFQ submittal and eight (12) copies are to be provided. Facsimile or electronic copies will not be accepted. Proposer is to submit only one (1) set of fee documentation in a separate sealed envelope. Nowhere in the body of the submittal shall specific pricing be discussed. The sealed envelope containing the pricing will not be opened until after the screening interviews of the submittals have been completed. Consultant fee is not to exceed \$300,000.00 (three hundred thousand dollars).		
5.	. The submittals will be opened at 4:00 PM on Friday,, 2013 at, location), California.		
6	Pages of the submittal shall be typed and double-sided with the maximum number of pages of submittal information, including Appendixes and Attachments, limited to forty (40) pages excepting the cover sheet, title sheets index sheet, blank pages, and table of contents. Promotional or other unsolicited material may not be submitted.		

Questions or comments	on this process may be directed to:	

ALL INCOMPLETE SUBMITTALS SHALL BE REJECTED. THE UPSTATE RAILCONNECT COMMITTEE RESERVES THE RIGHT TO WAIVE MINOR IRREGULARITIES IN A FIRM'S SUBMITTAL, IF DEEMED IN THE BEST INTEREST OF THE UPSTATE RAILCONNECT COMMITTEE. THE UPSTATE RAILCONNECT COMMITTEE RESERVES THE RIGHT TO REJECT ANY OR ALL SUBMITTALS.

FINAL SELECTION IS SUBJECT TO REVIEW AND APPROVAL BY THE UPSTATE RAILCONNECT COMMITTEE AND IS CONTINGENT UPON NEGOTIATING A SUCCESSFUL AGREEMENT.

#### **EVALUATION CRITERIA**

The review and selection committee will be led by the members of the UpState RailConnect Committee and may include other elected, operations, and professional personnel. The Selection Committee will evaluate the Consultants' submittals and, if it chooses, may schedule oral interviews to determine which Consultant is best qualified to perform the work. The Selection Committee will then rank the Consultants, at which time the Consultant fee envelopes will be opened and tabulated. The Consultant fees will be evaluated to determine if the amount of the fee is considered a reasonable cost for the work. If the committee finds that the top-ranked Consultant has submitted a reasonable fee, the committee will recommend that Consultant for approval by the Board. The Selection Committee may require additional information prior to the committee's recommendations. Once the UpState RailConnect Committee has agreed to the Selection Committee's recommendation, the UpState RailConnect Committee staff will proceed with negotiation of the contract to prepare documents for contract execution. In the event that the top-ranked Consultant submits a fee that is not considered a reasonable cost for the work, and discussion with the Consultant does not resolve the cost issue, the committee reserves the right to enter into discussions and to negotiate with the next-ranked Consultant.

Ranking of the Consultants' qualifications will be based upon, but not limited to, the following:

1. Understanding of the Project

Exhibit A

- 2. Experience with Similar Types of Work
- 3. Experience and Qualifications of the Project Manager
- 4. Experience and Qualifications of the Project Team, including Subconsultants
- 5. Demonstrated Ability to Complete Projects On Time and Within Budget

#### STANDARD CONSULTANT AGREEMENT

professional services agreement with(agency). A continuous form of the contained within the agreement. By the work, the Consultant agrees to meet the required insurance covers.	ed to the RFQ as Exhibit submitting an RFQ for
requirements within the body of the agreement document.  ATTACHMENTS	rages and endorsement

(Agency) Standard Insurance Requirements

## **EXHIBIT A**

## STANDARD INSURANCE REQUIREMENTS